TSI
Transportation Solutions, Inc.
8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

January 3, 2017

Gary Lee, Senior Planner
City of Redmond Planning & Community Development
15670 NE 85th Street
Redmond, WA 98052

Subject: Blackbird – Multifamily Parking Deviation
7600 159th Place NE, Redmond, Washington

Dear Mr. Lee,

We request a variance from the City of Redmond's minimum multifamily parking standards for development of "Blackbird", referenced herein as the "Project".

Deviation Requested

The applicant proposes to deviate from the City of Redmond's minimum parking requirements for multifamily residential uses in Downtown Redmond's River Bend Zone. **Table 1** summarizes the multifamily parking requirement deviation request.

Table 1: Deviation from Minimum Parking Requirement

Land Use	*City of Redmond* [1]	Proposed Supply [2]	Minimum [3]
Parking Ratio	*1.25 spaces / unit*	0.95 spaces / unit	0.93 spaces/unit
Parking Required	*199*	151	148

1. RZC Table 21.10.090C. One space per dwelling unit plus one guest space per every four units
2. Proposed parking supply, based on current site plan
3. Minimum parking supply, based on Right Size Parking Calculator

There are 151 off-street parking spaces are proposed. This study justifies the proposed parking supply.

Project Summary

The Project is located in the River Bend Downtown Zone on the east side of 159th Place NE. Attached are a vicinity map highlighting the site location and a conceptual site plan. The Project redevelops three land parcels, currently occupied by approximately 14,915 sq. ft. of existing building space.

The Project includes 159 multifamily units including 5 work-lofts. Current plans show the site will accommodate up to 151 off-street parking spaces.

Off-street parking is accessible off the south fire lane.

In addition to the off-street parking, along the site frontage the curbside area will be maximized to provide on-street parking and space for loading and emergency vehicles. Between 2 and 4 curbside parking spaces will be created with full-build out of the Project.

Project build-out is anticipated by 2018.

The following includes a review of the city's minimum parking requirements, multifamily parking analyses and recommendations, review of the effects of shared parking with the proposed Project, and summary of deviation review criteria.

Minimum Parking Requirements

Table 2 summarizes the Project's minimum parking requirements per the Redmond Zoning Code (RZC). The commercial space is planned for either general sales are services business or as a small restaurant.

Table 2: Multifamily Parking Requirements (RZC Table 21. 12.10.090C)

Land Use	Size	Parking Rate	Parking Spaces
Multifamily	159 units	1.25 / unit [1]	199

1. One space per dwelling unit plus one guest space per every four units (minimum).

The proposed off-street parking supply (151 spaces) is less 24% less than the RZC's minimum parking requirement.

RZC Table 21. 12.10.090C states that "*curbside parking along the site may be counted towards up to 25% of the required off-street parking*" for multifamily uses. With 2 to 4 curbside parking spaces, the Project's effective parking supply ranges from 153 to 155 parking spaces.

Curbside parking was utilized to address parking for the Carter Residential and Heron Flats & Lofts developments. Both developments were recently permitted and the Carter is currently under construction. These pipeline development sites are located on the east side of 159th Place NE opposite the Project. Parking supply deviation memorandums were submitted to the City of Redmond on August 20, 2014 for Carter Residential and on July 29, 2015 for Heron Flats & Lofts.

Multifamily Resident Parking Deviation Request Technical Evaluation

Functional parking supply needs for the multifamily component of the Project were evaluated using recommendations from King County's *Multi-Family Residential Parking Calculator* (Right Size Parking Calculator) and statistics and forecasts from US Census Bureau.

Right Size Parking Calculator

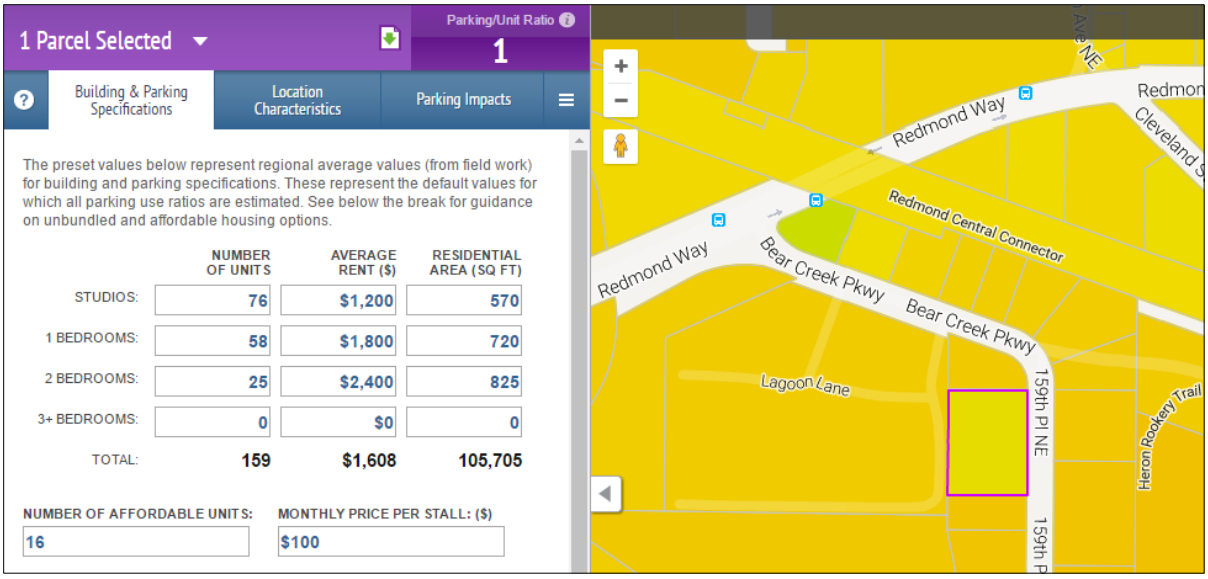
The Right Size Parking Calculator is a tool developed by King County to assist planners, developers and community members in assessing a reasonable and economic amount of parking needed to support multifamily development. The calculation is based on the location of the site and its proximity to transit, and population and job concentrations. The calculator include input for the number of, type, floor area, and monthly rents for the multifamily units. A breakdown of the proposed multifamily unit types and average unit floor areas is summarized in **Table 3**.

Table 3: Project Multifamily Unit Breakdown

Unit Type	Dwelling Units	Average Size
Studios	76	570 sq. ft.
1-Bed	58	720 sq. ft.
2- Bed and Live-Work	25	825 sq. ft.
Total	159	-
Affordable Units [1]	16	-

1. 10% of the units will meet Affordable Housing requirements

Output from the Right Size Parking Calculator is summarized below. Average rent and monthly parking rates are from local data sources, via www.apartments.com, and input from the Applicant.



PRICE OF PARKING PER STALL	ADJUSTED AVERAGE RENT	AVG. MONTHLY COST TO RESIDENT (rent+parking)	RESULTING PARKING RATIO
Bundled Parking = $0	$1,708	$1,708	1.08
Unbundled Parking = $242	$1,466	$1,691	0.93

King County Right Size Parking Calculations

The Right Size Parking Calculator recommends an unbundled parking ratio of 0.93 vehicle spaces per unit. This parking ratio is 25.6% lower than the City's 1.25 spaces per unit minimum parking requirement.

Multifamily tenant parking leases are recommended to be separate, or unbundled, from the unit leases. This provides flexibility and cost savings for residents whom do not have a vehicle, since they will not be required to pay for assigned parking onsite.

US Census American Fact Finder and Analysis

The Project is located in King County Census Tract 323.09. The following analysis is based on data and population estimates compiled by the U.S. Census Bureau's American Fact Finder application. This data set was utilized to compare against the above recommendations from King County. **Table 4** summarizes the year 2014 numbers of vehicles available for renter-occupied housing units in the census tract.

Table 4: 2014 Renter Occupied Tenure by Vehicles Available

Vehicles Available [1]	Renter-Occupied Units [2]	All Occupied Units [2]
No vehicle	13.2%	11.6%
1 vehicle	62.5%	62.2%
2 vehicles	21.6%	22.2%
3 or more	2.7%	4.1%

1. "Vehicles Available" reflects census responses to vehicle ownership, lease, or loan.
2. Source: US Census Bureau American Fact Finder, American Community Survey

The following assumptions are used to support the "census" parking analysis. For studio and one-bedroom units it is reasonable to assume that tenants would either have zero or one vehicle available for use.

Additionally, two-bedroom unit are anticipated to have up to two vehicles available. **Table 5** summarizes parking demand based on the proposal's unit mix and "vehicle availability".

Table 5: Unit Mix and U.S. Census Data Parking Demand

Unit Type	Number of Units	Vehicles / Unit	Renter-Occupied Units		All-Occupied Units	
			Proportion [2]	Vehicles	Proportion [3]	Vehicles
1-Bed [1]	132	0	17.5%	0	15.7%	0
		1	82.5%	102	84.3%	105
2-Bed [2]	23	0	13.6%	0	12.0%	0
		1	64.2%	22	64.8%	23
		2	22.2%	16	23.1%	16
Total	155			140		144

1. Studios and 1-bedroom units
2. Includes Live/Work Units
3. Proportions are based on the ratios of vehicles available from Table 4

Based on the above assumptions, the Project would need between to provide parking for, at minimum, between 140 vehicles (0.88 vehicles per renter-occupied unit) and 144 vehicles (0.91 vehicles per all-occupied units). These parking ratios represent minimum parking needed to support resident-tenants, exclusive of visitors, based on the local population and vehicle availability.

Multifamily Parking Summary

Table 6 compares the RZC multifamily parking requirements to the parking ratios recommended via the Right Size Parking Calculator, computed using the US Census statistics, and proposed.

Table 6: Multifamily Parking Ratio Comparison

Source	Parking Ratio	Parking Spaces
Redmond Zoning Code	1.25 spaces / unit	199
Right Size Parking Calculator	0.93 spaces / unit	148
US Census Renter-Occupied	0.86 spaces / unit	140
US Census All Occupied	0.88 spaces / unit	144
Proposed	*0.95 spaces / unit*	*151*

The Project's onsite and off-street multifamily parking ratio is 0.95 spaces per unit. The proposed ratio is less than the parking requirement from the RZC and higher that the parking ratios recommended from the Right Size Parking Calculator and calculated based on US Census statistics.

Accordingly, the parking ratio recommended from the Right Size Parking Calculator would be the minimum onsite parking ratio based on the unit mix, their sizes and rents. Furthermore, the onsite parking should be unbundled from the unit leases.

Guest Parking

The US census statistics show that the number of vehicles available per household in the local area is less than the number of parking spaces per multifamily unit recommended by the Right Size Parking Calculator.

The census statics show that 159 multifamily units would need at least 144 parking spaces (0.91 vehicles available per unit X 159 units). This parking ratio is based includes statistics comprising "all-occupied" units within the census tract, which is conservative for this proposed apartment unit, or rental unit, development. The census statistics are exclusive of visitor parking.

From the above census statistics, 144 parking spaces are recommended, at minimum, to support the resident tenants. The remaining onsite and local on-street parking would serve as visitor parking.

With 151 parking spaces proposed onsite, there would be seven spaces (151 supply – 144 minimum resident parking) remaining for guests. Furthermore, there will be 2 to 4 public parking spaces curbside.

Conclusions and Recommendations

- Unbundle the parking from the multifamily units.
- Provide at least 144 off-street and secure resident tenant parking spaces onsite.
- The onsite and off-street parking remaining, after provisions for at least 144 secure onsite parking spaces, would be available for guests parking or resident parking, in the evenings. Additionally, local and public on-street parking would also be available for guests.

Deviation Review of Criteria

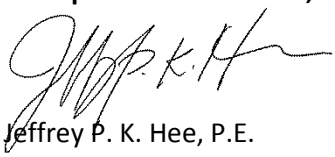
Table 9: Parking Deviation – Deviation Criteria

City of Redmond Deviation Criteria [1]	Assessment
The deviation produces a compensating or comparable result, which is in the public interest.	The minimum number of off-street parking spaces proposed (151 spaces minimum) will accommodate the minimum parking needs and demands of the Project.
The deviation meets requirements for safety, public health, function, fire protection, transit needs, appearance, and maintainability in any other criteria deemed by the city.	Impacts to safety, public health, function, fire protection, transit needs, appearance and maintainability are not anticipated.
The deviation provides substantially equivalent (or improved) environmental protection as would be provided if the standard requirements were met.	There are no environmental impacts identified. The off-street parking meets the needs of the proposed uses to effectively minimize the potential for spillover on to adjacent properties.
The deviation needs to reflect sound engineering practices.	ULI, US Census statistics, and ITE were used to justify the proposed deviation and parking recommendations.
The deviation needs to avoid damage to other properties in the vicinity of and downstream of the proposal.	The request does not impact adjacent properties.
Any deviation from the Standards that does not meet the Fire Code will require concurrence by the City Fire Marshal.	No deviation from the Fire Code.

1. Source: City of Redmond Procedures for Requesting and Approving Administrative Engineering Deviation Requests

Should you have any questions please contact me at your convenience.

Thank you and sincerely,
Transportation Solutions, Inc.



Jeffrey P. K. Hee, P.E.

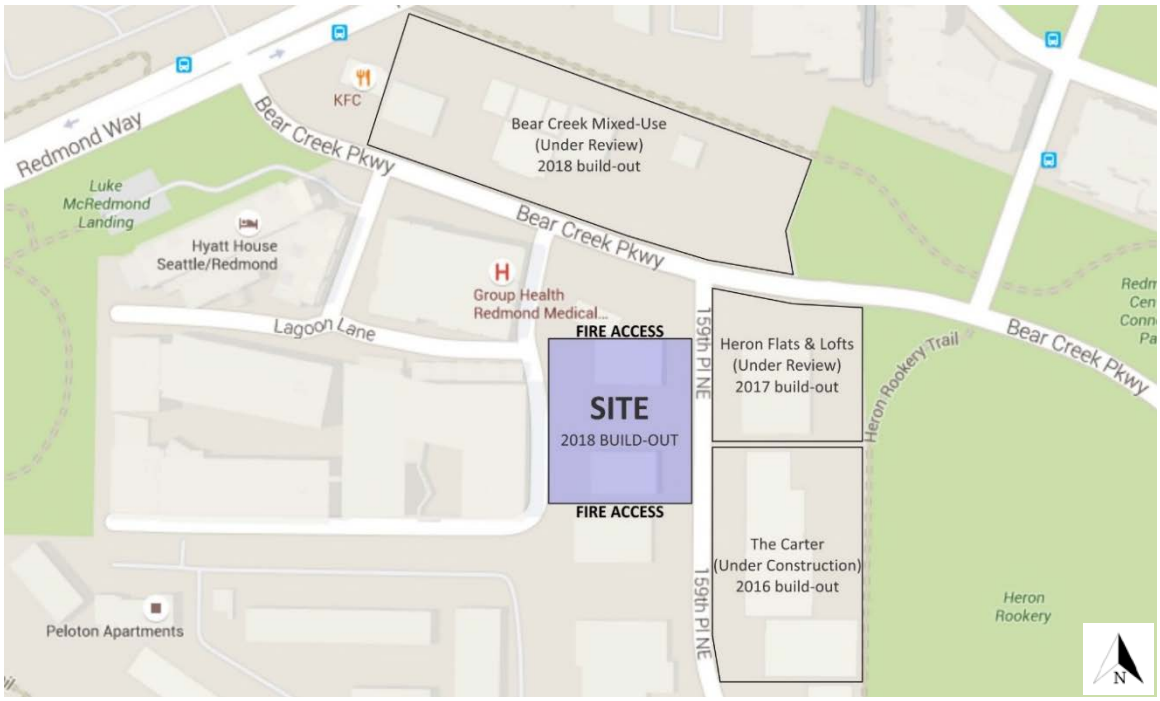
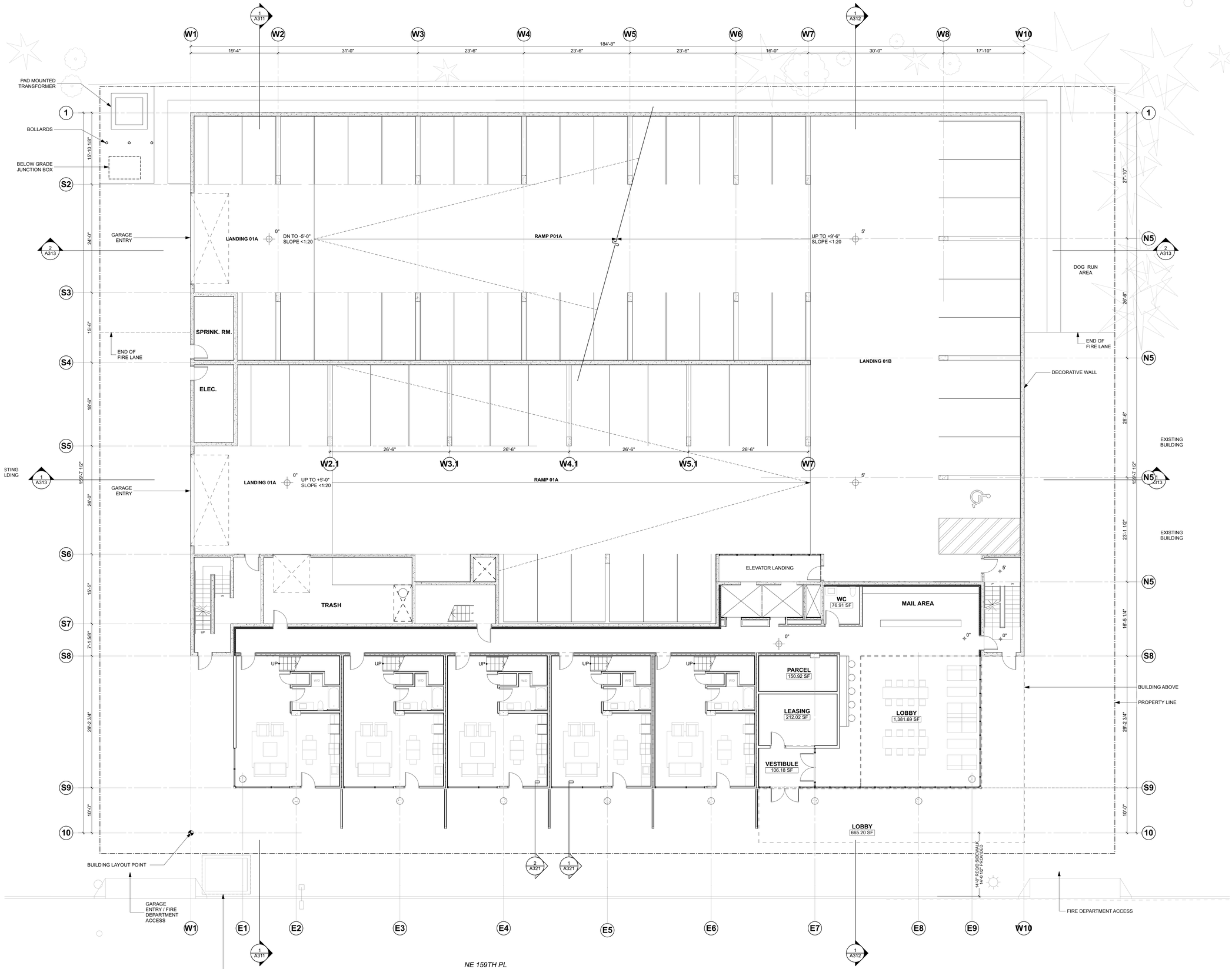


Exhibit 1: Vicinity Map



1 LEVEL 1 PLAN
SCALE: 1/8" = 1'-0"

GENERAL NOTES

1. DIMENSIONS ARE TO FACE OF MASONRY (FOM), FACE OF CONCRETE (FOC), OR FACE OF STUD (FOS) UNLESS OTHERWISE NOTED.

2. ABBREVIATIONS AND GENERAL NOTES - SEE G001

3. BUILDING CODE DIAGRAMS AND REQUIRED FIRE RATINGS - SEE G001-G003

4. EXTERIOR ASSEMBLIES - SEE A401

5. INTERIOR WALL PARTITION TYPES - SEE A701

6. DOOR SCHEDULE - SEE A910-912

7. WINDOW AND STOREFONT SCHEDULE - SEE A410 AND A411

Rev Date Issued

Blackbird
Multifamily Housing Project

XXXX 159 PLACE NE
Redmond, Washington

Project No. #15015

Weinstein A+U
Architects + Urban Designers LLC
2200 Western Avenue, Suite 301
Seattle, WA 98121
T 206 443 8606
F 206 443 1218
Weinsteinau.com

Issue 50% DD

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Sheet Title LEVEL 1 PLAN

Sheet A101

WEINSTEIN A+U, ARCHITECTS + URBAN DESIGNERS